



THE MOTO METER

CEDAR RAPIDS, IOWA REGION, ANTIQUE AUTOMOBILE CLUB OF AMERICA

WEBSITE: LOCAL.AACA.ORG/CEDARRAPIDS

LOVED BY SOME, CUSSSED BY OTHERS, READ BY EVERYBODY

FEBRUARY 2018

Vol. 55-02

2017 Regional Board Members

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Judy Ortz

PRESIDENT RAMBLINGS

Hi Everyone,

Hope this message finds you all warm.(you have to talk about the weather I think it's in the rules.Ha!) We had the meeting in January, missed many of you but hopefully it will be warmer in February. We nominated officers for the following year. We didn't do this in December so our by-laws say it needs to be done every year. All the officers from last year said they would go for another year. We nominated Rich and Lee for the board. You can find the list in this Motor Meter. I'll have more about it next month.

I was telling you a long story about me and my computer clashing, and the stupid computer messed me up again, took everything I had written and deleted it. I have no luck!

We will be having a special meeting in May at the Kirkwood high school facility on Boyson road. I'll have more about it next month. That brings me to a plea to our membership to come up with ideas for our meetings, they have become pretty dull sometimes. Please think about it and let someone know your idea.

I must apologize, I have been procrastinating with my calls for paper or internet so for this month it will be the same as it has been. I should be done yet this month so next month we will be prepared. That's all for now see you in February!!

Judy

JONS CORNER

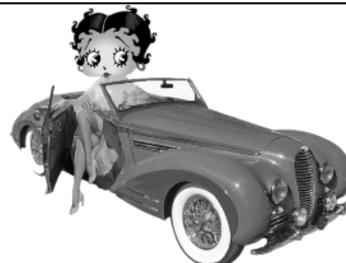
1. In what year and where in Iowa was a tunnel built that later became a highway thruway?
2. In what year was the first REO produced?
3. In what year was the first Moline Runabout produced and what color?

(Answers on page 11)

WOMEN'S REVENGE

'Cash, check or charge?' I asked, after folding items the woman wished to purchase. As she fumbled for her wallet, I noticed a remote control for a television set in her purse. 'So, do you always carry your TV remote?' I asked. 'No,' she replied, 'but my husband refused to come shopping with me, and I figured this was the most evil thing I could do to him legally.'

The Editor



REGION NEWS & INFORMATION

JANUARY 4, 2018 CEDAR RAPIDS REGION AACA MEETING

The January meeting was called to order by co-president Judy Ortz. The club members stood and recited the Pledge of Allegiance.

The president asked for any visitors. We had one, Hilary Pavlidis. She has moved here with Diamond V. She owns a 1967 Mercury Cougar that has been in the family. She found our club thru our web site. She is already a, National member from her previous club. (She joined our club.)

There were several birthdays acknowledged.

The minutes were approved as printed in the motor meter by Carl Ohrt and seconded by Loren Huffaker. The treasurer's report was read by Sylvia Copley, approved by Pete Bischoff and seconded by Barb Miller.

We thanked Pete and Pat Bischoff for the great job they did on the Christmas party.

Wrong information was given to the president about not needing an election of officers. The ballot will be put in the motor meter for election next month. The positions were read off with nominations from the floor. All the same officers agreed to be on the ballot. Rich Mishler agreed to run for the board and Lee Votroubek was nominated from the floor to run for the board. We need a secretary to take minutes when Jerolee Stout is in Texas. Sharon Schminke was asked to take minutes during the winter months, thankfully she said yes. There was a discussion of current members not paying dues on time. One of the board members has not paid their dues for 2018. Thinking it was just a slip up on their part Joann Kiefer said she would contact them. There was discussion about those who didn't renew by December. Sylvia will look back on minutes to see if something was voted on.

Time will be set up with Kirkwood to put things on our website, and etc. Correspondence was read from Kirkwood thanking us for our \$3000 given for scholarships.

We need to look into a possible new editor for the Motor Meter. Brenda and Dave are thinking of moving back to Oklahoma, maybe by June. If anyone is interested please let the president or co-president know. We need to know where the treat list is that went around in December.

Larry Yoder told us about the spring banquet. There will be registration form in the motor meter. The date is Saturday April 28 at 12:30 so driving to the dinner and returning home will be in daylight. It will be in an Amish home in Kalona. There is about 3 miles of gravel. Since it is afternoon Larry thought we may want to have a tour later in the afternoon after the banquet.

There are flyers to pick up about the Model A swap meet.

Pete Jurgens, Jim Smith and Dean Kiefer volunteered to audit the treasurer's books.

Pete Bischoff conducted buy, sell or trade.

It was moved by Barb Miller and seconded by Calvin Reiling to adjourn the meeting. Treats were served by Larry and Linda Yoder. Calvin and Carolyn volunteered to have treats in February. Meeting adjourned!

Submitted by
Sharon Schminke

ACTIVITIES AND EVENTS

2018 REGION CALENDAR

Social Night

Business Meeting

Board Meetings

<p>February 5 - Starlite March 5- Leonardo's April 9- Bandana's May 7-Fairfax DQ June -none July 9-Chrome Horse at New Bo August 6-Culvers in Hiawatha September 10- DQ on Johnson Ave October 8 - Zio John in Marion November 5-Pizza Ranch at Westdale</p>	<p>February 6 March 1 April 5 May 3 June 7 July 4 August- 2 September 6 October 4 November 1</p> <p>All meetings will start at 7:00 PM Hiawatha Com. Center</p>	<p>February 15- Scott's March 15- Tommy's April 19-Scott's May 17-Tommy's June 21-Scott's July 19-Tommy's August- 16-Scott's September 20-Tommy's October 18-Scott's November 15-Tommy's</p> <p>Meetings will start at 6:00 PM</p>
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Special Events

2017 Treats Schedule

SWAP MEET
 March 16-17,28th Chickasha Pre-War Swap Meet, Chickasha Oklahoma, www.pwsm.com

Spring Banquet
 Date: Saturday April 28 at 12:30

July 4th Picnic
 Date: TBD

Twin Rivers Tour
 Date: TBD

Fall Banquet
 Date: TBD

Christmas Party
 Date: December 6, 2018

Feb. 2018
 March 2018
 April 2018
 May 2018
 June 2018
 July 2018
 Aug. 2018
 Sept. 2018
 Oct. 2018
 Nov. 2018
 Dec. 2018

1900-1930: The years of driving dangerously

As early as 1908, auto accidents in Detroit were recognized as a menacing problem: In two months that summer, 31 people were killed in car crashes and so many were injured it went unrecorded.

Soon thousands of cars jammed Detroit streets, driven by inexperienced drivers. The city would lead the nation in managing this chaotic, enormous problem:

- Detroit was the first city to use stop signs, lane markings, one-way streets and traffic signals.
- Detroit was among the first to have a police squad dedicated to traffic control, and second to New York City in creating a judicial court for traffic violations.
- The city drew national attention for using a tennis court line painting device to mark pedestrian crossing areas, safety zones and parking spaces.

In many ways, Detroit was the first city to transform the streets and the minds of people from the age of horses to the new, fast-paced age of motor vehicles, but it was a battle that took decades to win.

Is the car inherently evil?

In the first decade of the 20th century there were no stop signs, warning signs, traffic lights, traffic cops, driver's education, lane lines, street lighting, brake lights, driver's licenses or posted speed limits. Our current method of making a left turn was not known, and drinking-and-driving was not considered a serious crime.

There was little understanding of speed. A driver training bulletin called "Sportsmanlike Driving" had to explain velocity and centrifugal force and why when drivers took corners at high speed their cars skidded or sometimes "turned turtle" (flipped over).

Speeding Auto Turns Turtle. Ten Are Hurt

"An automobile containing a bridal couple, several wedding guests, three children, and many bottles of liquor rounded the corner from Labelle Avenue onto Woodward Sunday evening and turned turtle going at least 40 miles an hour." - Detroit Free Press, June 29, 1914

Early vehicles were terrifyingly loud for horses and their owners, compounding the problem as their numbers grew quickly. Statistics kept by the nascent Automobile Club of America recorded that in 1909 there were 200,000 motorized vehicles in the United States. Just seven years later, in 1916, there were 2.25 million.

Politicians, police and judges debated how to control them: What was the law of the road, and who was guilty or innocent in cases of lawsuit and litigation?

"The Law of the Automobile," a book first published in 1906 by lawyer Xenophone P. Huddy, discussed the legal ramifications of new concepts such as "speeding," the purpose and function of the street, and the rights of pedestrians and unprotected children who played in the street (there were no such things as children's playgrounds at that time).

Serious debate was held in courtrooms and in editorials over whether the automobile was inherently evil. The state of Georgia's Court of Appeals wrote: "Automobiles are to be classed with ferocious animals and ... the law relating to the duty of owners of such animals is to be applied However, they are not to be classed with bad dogs, vicious bulls, evil disposed mules, and the like."

(Continued on page 7)

KATE'S STORY



OCTOBER 24, 2017

My Granddaddy was my best pal. I was pretty sure he walked on water. And he had the coolest car in the world—a 1952 MG TD. It arrived in his garage before I arrived on the planet so I guess I would say I've known MGs my whole life.

Sometime around 1977, my dad found a red 1960 MGA Twin Cam in a barn in Decatur, Illinois. He bought it for \$750 and towed it home on a Friday. By Sunday, the carbs were rebuilt, the engine was humming, and it was cleaned up and waxed. He sold it three months later for \$3500. I was three years old at the time, but I have vivid memories of being absolutely fascinated by pulling the cord in the side pocket to open the doors.

When my Granddaddy died in 1984, his TD came to live with us. At the ripe old age of 13, my dad took me to a school parking lot and taught me how to drive it. I was pretty sure, after that day, that I ruled the world. My dad and I spent a lot of hours working on that car. I was generally in charge of holding the flashlight—a skill not to be underestimated. I learned how the engine worked, which tools did what, and how badly Lucas electrics stunk. I learned more than a few bad words. I heard stories galore of my dad's history with cars and in my eyes there was no one smarter or cooler in the world. Keep in mind I was a teenager and loved spending this time with my dad. I also watched my mom roll her eyes and smile, putting up slight resistance for show, each time a new part was purchased. So I learned a bit about marriage, too.

One evening in 1990, my dad pulled into the driveway in a bright banana yellow 1977 MGB. It needed "some work," and he launched a plan to perfect it. My older brother, Andy, was 16 and about to get his license. My dad made it very clear that it was his car, but he would let Andy drive it. I helped a lot as dad overhauled the brakes, replaced the clutch, cleaned, tuned, etc., and at last, had it painted dark green. It was absolutely beautiful. My brother was a wild man who didn't care much for rules so he thought nothing of handing me the keys. In the event that my dad reads this, I will not divulge just how much I drove that car before I got my license, but suffice it to say when I did, I was well practiced! Thanks to my brother's knack for rule breaking and subpar grades at that time, I got to drive most days. I learned how to drive on snow and ice in that car, and can now handle any road conditions nature throws at me.

(Continued on page 6)

No one had a car like ours and I was so proud. The occasional mechanical issue never instilled panic. In fact, I calmly showed the auto-shop teacher at Carmel High School how, with a couple of taps with a ball peen hammer (stored in the trunk) on the starter, I could get it running just fine on my own, thank you very much! Wish I had a picture of the look on that guy's face! Driving that car was truly the highlight of my adolescence. Then I went to Purdue. And my dad **SOLD MY CAR!** He called me on a Saturday morning and told me about the brand new convertible Z28 that he bought for my mom...and how it needed to be in the garage. I didn't even get to say goodbye.

Somehow, I managed to forgive my dad, but I never stopped wishing I had that car back. Time passed and three kids later, I ended up with a minivan—my worst nightmare. When kid number four came along, on more than one occasion I almost drove off the road as an MG went by. I said to myself, "Someday!"

Fast forward. I am 42 years old, my son and my daughter are both driving. My second daughter will have her permit soon. I'm driving down Rangeline Road one day and see a gold MGB for sale. I begin scheming ... we would need an extra car with all these teenagers driving! I stopped in a few days later to check it out. It had 90K miles on it and a large puddle of oil on the crosspiece under the engine. I took my 16-year-old daughter for a test drive just for fun. Just like riding a bike, it all came back to me and she was surprised by my driving skill. These kids have never ridden in a manual transmission car! Tragic! The car didn't run well, the oil leak was a concern, and the mileage was high. I took it back to the dealer and told him the price was ridiculous. Long story short, he was rude and treated me like a dumb girl. I walked away with burning determination to find myself a great MGB. I get this trait from my dad, who was in my corner. I hit Google immediately.

In my search I happened upon a small ad in the Hoosier MG's flea market. It was a 1979. It was Green. It had only 15,000 original miles! I called my dad and the two of us went to take a look. It wasn't running, had been sitting for three years, but man oh man, she was beautiful! It belonged to the man's father who had passed away and he knew absolutely nothing about the car. He had no idea what it was worth and just wanted it to go to "a good home." God is funny sometimes. I believe in "meant to be"—or that could just be my above average justification skills which I learned from my mother?!

After some work, my MGB is running. There are still some kinks to work out but nothing too complicated. My dad is 68, and is easily in my top ten favorite people in the world. We have had a blast strolling down memory lane while working on my car. Even better than that, my daughter is learning how to drive a stick (although she hasn't yet been brave enough to go past second gear), my son is learning about how it all works and is anxious to help me fix some things, my 15 year-old wants me to pick her up at school in the MG so her friends can see it, and my 9 year-old daughter knows how to change the fuel filter!

And I can't forget my dear, sweet husband, John. He knows better than to stand in my way when I decide I'm going to do something. He patiently deals with my financially irresponsible impulse decisions. He repeatedly says, "Whatever you want." And, bless his heart, he is genuinely happy that I have my car back. An MGB was the car I was driving the day I met him. I am confident I will talk him into new, all-black interior very soon!

I posted a picture on Facebook the day I had the "new" MG towed to my house. I simply said, "She's Home!" My old friends came out of the woodwork with funny stories and memories of my first MGB. Maybe it's "just a car" to a lot of people. To me, it's the best of my past and my future all rolled up in a tiny green package.

We bought the car last year, late August. On September 1st, my middle daughter, Jess, was stricken with what would become a very long and mysterious neurological illness. (She is going to be fine.) We went through everything from looking for brain tumors to testing for parasites and heavy metal poisoning. Needless to say, it had been an incredibly stressful and difficult journey. And unfortunately, there was nothing anyone could do. Now, my father adores my children...especially this one. Dads need things they can fix. I don't know what he would've done without my little MGB over the last year. When Jess was at her worst, my dad was in my garage fixing the things he could fix. My mom commented several times how she thanked God for putting that car in our path at just the right time. Funny how life works out.

Source:open source, Internet

Autos everywhere in Detroit

In 1917, Detroit and its suburbs had 65,000 cars on the road, resulting in 7,171 accidents and 168 fatalities. Three-fourths of the victims were pedestrians.

Detroit differed from New York City and the east coast, where most automobiles were driven by uniformed chauffeurs hired by the wealthy. In Detroit everyone from nearly all incomes was driving.

One family was driven around Detroit by their 11-year-old son. It was common for light truck delivery wagons to be driven by 14-year-old boys who were constantly badgered to get deliveries done by driving faster.

One young woman was detained by a policeman after driving on a Detroit sidewalk and killing several people. It had been her 26th arrest for reckless driving. She said she suffered from blackouts.

Streetcars, which ran up the center of the streets, were becoming the most dangerous place in the city for pedestrians. Disembarking streetcar riders had to run a gauntlet of racing cars, trucks, motorcycles and horse-drawn buggies to cross the street safely. Pedestrians often could not judge how close a fast-approaching car was to them and scrambled like squirrels to get out of the way.

The most appalling tragedies were the number of children struck and killed by autos as they played in the street, many times in front of their own homes. In the 1920s, 60 percent of automobile fatalities nationwide were children under age 9. One gruesome Detroit article described an Italian family whose 18-month-old son was hit and wedged in the wheel well of a car. As the hysterical father and police pried out the child's dead body, the mother went into the house and committed suicide.

"Five children, ranging in age from 2 to 9 years, were injured when a red touring car crashed into the group of little folks ... while they were playing in the street on Saturday afternoon. ... When [the driver] crashed into the group of children he apparently stalled his machine, but he leaped out, cranked it and sped away east on Monroe leaving the injured children in the street." -- Detroit Free Press, June 22, 1919



(Continued next
Month)

A streetcar safety demonstration on Woodward Avenue, circa 1925, shows the wrong way to disembark. Streetcars ran in the middle of the streets, making it hazardous for pedestrians to get on and off. (Photo: Library of Congress)

TRIVIA QUESTION

Ever the conscientious homemaker, even with fame and fortune what menial task did Clara Ford continue to perform for so, so many years...despite Henry's objection?

(Page 11 for answer)

For lovers of vintage cars, DriveShare is the new place to rent (or rent out) your ride

Want to drive a 1937 Packard this weekend? A 1973 VW van? A 1931 Model A? DriveShare has your car.

The new company, modeling itself as the "Airbnb of vintage cars," is now offering a peer-to-peer rental service.

Using a database of more than 1 million vehicles insured by parent company Hagerty, the country's leader in vintage vehicle insurance, the just-launched DriveShare already has a menu of 300 tasty offerings.

Costing from \$99 a day for a Porsche Boxster in Roanoke, Va., to \$3,300 a day for a Lamborghini Aventador in Los Angeles' Venice neighborhood, the vehicles are meant to appeal to vintage car buffs. And the opportunity to make money by renting out one's vehicle can soften the cost of vintage-car ownership.

"We think this might be the future of the vintage-car world," Hagerty Chief Executive McKeel Hagerty said. "This is an entry point for the next generation, who may not be familiar with vintage cars, and it's also an entry point for a prospective owner who can't quite afford the cost of a vintage vehicle."

Open Internet Source: The Los Angeles Gazette

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HISTORICAL VEHICLE



1952 Muntz Jet Convertible

In 1950, Earl 'Madman' Muntz purchased Indy car builder Frank Kurtis's design for a sports roadster along with all of the tooling. The Kurtis 'Sports Car' was stretched 13 inches by Muntz to add additional room for the back seat. The cars had a simple, yet streamlined styling. They were bold and elegant, with colors that were eye catching and flashy. Built in Gardena, California in the early 1950's, the first 28 prototypes were made of aluminum with a 113 inch wheelbase and were powered by a 331 cubic inch Cadillac V8. Body panels were aluminum, that were formed over a steel cage sub frame on an 'X' frame chassis. Well received by audiences in Southern California showrooms, deposits were enough to ensure a satisfactory production beginning. Eventually the production site was moved to Evanston, Illinois, Muntz's hometown. It was here that the vehicle received a modified steel body and fiberglass front fenders. The power train was changed to the Lincoln flathead V8 and later to a 337 cubic inch OHV Lincoln V8, producing 154 horsepower. These later Jets tested at zero to sixty in 6.7 seconds with a top speed of 119 mph. As Muntz produced his last cars, he was estimated to have taken nearly a \$1000 loss on each vehicle made. At the time, the price of a new Muntz Jet was between \$5000 & \$6000. Producing around 400 Jets between 1951 and 1954, it's estimated that at least 49 survive today.

The Owners Manual, Venice Fl.

The EMF Company

Several years ago when I started my research to purchase a brass car I became fascinated with the E-M-F car and its founders accomplishments: Everitt, Metzger and Flanders. What surprise me was the frequency with which their names kept recurring between 1900 and WWI in the early days of Detroit automobile industry. It became apparent that Barney Everitt, Bill Metzger and Walter Flanders were as highly regarded by their peers as Henry Ford, Will Durant, Henry Leland or R. E. Olds. For some reason beyond my knowledge these three men are not even recognized today in automobile history.

In 1908, when they founded the E-M-F company (EMF), Everitt, Metzger and Flanders were known on the streets of Detroit as the “Big Three” of the auto industry. Within three years the EMF was the largest employer in Detroit and was producing more cars than any other company in the United States other than Ford. History suggest if it were not for the Studebaker Brothers Manufacturing Company purchased of the entire EMF Company for an outrageous price in 1910, EMF might of been an auto giant today. On the shoulders of EMF, Studebaker (until then the largest wagon builder in the country) built its strong automobile base. Before the purchase of EMF, Studebaker had been a bit player within the auto industry.

Barney Everitt, Bill Metzger and Walter Flanders were automobile pioneers in many other ways outside of EMF. Everitt was instrumental in forming the extensive body building industry that characterized Detroit prior to WWII. Metzger in turn established the first auto dealership in Detroit, if not the country. As head of sales for Cadillac he virtually guaranteed the success of that company in its formative years. Flanders, a genius with machines, masterminded the tools of production (assembly line being one) for the first Model T Fords.

FROM CARRIAGES TO CAR BODIES: BARNEY EVERITT

Everitt was born in Ridgetown, Province of Ontario, Canada on May 3, 1872. At an early age he went of to Chatham, Ontario, about 80 miles east of Detroit, where he entered the employment of William Gray and Sons, one of the best known Canadian carriage makers of that period. Everitt worked hard mastering the trade. At age 19 he left Gray and journeyed down the road and across the river to Detroit. He found employment with Hughe Johnson, another veteran carriage builder in Detroit. Within two years after joining the Hughes Johnson company Everitt received a very attractive offer in 1893 from C. R. Wilson Carriage Company to run the trimming and finishing department of that company. The offer substantially upgraded Everitts status within the carriage profession. It also had other ramifications because the Wilson Carriage Company adopted a favorable attitude towards the embryonic Detroit auto industry. It was an outlook no doubt passed on to Barney Everitt—one that would reward him handsomely. In the fall of 1899 Everitt left Wilson and formed his own carriage trimming business. In that same year, incorporation papers were file in Michigan for the Olds company. Ransom Olds contacted Everitt to build the bodies for all of the Olds models manufactured in the Detroit area.

On March 9, 1901 a fire broke out at the factory and destroyed all of the Olds models except for the curve dash model. Ransom Olds decided to move the production of the curve dash model back to his home town, Lansing Michigan. Everitt continued to supply the curve dash bodies to Olds but was eventually phased out of the supply chain, which turned out to be a good thing.

HENRY FORD BECKONS

A new opportunity was presenting itself to Everitt in Detroit in the fall of 1902. A young man was making quite a name for himself within Detroit auto racing circuit. By November 1902, Ford could be found hammering out angle iron from his shop, in preparation to assembling a chassis. Once finished he needed a body on which to mount it. Without hesitation, he approached Everitt to supply that same body. It seemed like a logical choice, because by then Everitt had become the largest supplier of body trim in the country, and his shop on Fourth street was best equipped to do the job.

(To be continued in March MM)

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TRIVIA ANSWER

7She'd darn old Henry's socks.

JONS CORNER ANSWERS

1. The tunnel was carved out in 1858 located 4 miles from Winterset, IA.
2. The first REO automobile was produced in 1905.
3. The first Moline Touring Runabout was produced in 1904 color Purple Lake.

The Moto Meter
Cedar Rapids Region AACA
Brenda Juby
614 Eleanor Ct. SE
Cedar Rapids, Iowa, 52403



February 2018 - Moto Meter